



# SCHOOL BUS, INC.

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## **DEPARTMENT OF EDUCATION "POINT OF CONTACT"** **OCTOBER 2008 NEWSLETTER**

### **Driver Training Deadline**

Remember the driver-training deadline is October 15. All training should be done by this date and all trained driver names need to be turned in to the state by this time.

### **Increased Government Involvement In & Regulatory Oversight of Sleep Disorders**

The Federal Motor Carrier Safety Administration's Medical Review Board recently finalized its recommendation that CDL-holders be mandatorily tested for sleep apnea if they are overweight (i.e. a Body Mass Index (BMI) of 30 or greater). A study conducted in 2004 of BMI in CMV drivers showed that 30% of drivers have a BMI of 30-35 and 13 percent have a BMI of 35-40. Data indicates that this problem impacts a large number of drivers. The pending regulations would also require drivers with Obstructive Sleep Apnea (OSA) to be put on continuous positive airway pressure (CPAP) therapy – and taken off the road for their first week of therapy. Some companies are rushing to get their drivers tested & put on CPAP before this one-week temporary disqualification of drivers officially begins. Schneider National has a big jumpstart on its apnea program – reporting major reductions in accidents & lower healthcare costs. With increased public awareness about apnea, more government regulations are expected. New Jersey has it's "Maggie's Law", making drowsy driving not only illegal but sometimes grounds for homicide. Similar bills are floating in other legislatures (IL, NY, KY, MI, MA at last count). Luckily, new low-cost means of testing for apnea have come onto the market – with some being recently endorsed by Medicare. Because truck drivers are three times more likely to have apnea (see "Apnea & Truck Drivers," left), a larger number of truck drivers may be subject to the 1-week "no driving" period.

What is Body Mass Index? Simply put, it's a recognized method that compares a person's height and weight and makes a determination as to whether or not the individual is overweight based upon a national standard. According to the Department of Health and Human Services, a person with a BMI of 30 or greater is considered to be obese. Here are some examples of what a BMI of 30 or greater means - which shows that many drivers are considered overweight and at higher risk of apnea:

<b><i>HEIGHT</i></b>	<b><i>NORMAL BODY</i></b>	<b><i>BMI OBESEITY INDEX</i></b>
5 ft, 5 inches	150	180 lbs or more
5 ft, 6 inches	156	186 lbs or more
5 ft, 7 inches	161	191 lbs or more
5 ft, 8 inches	167	197 lbs or more
5 ft, 9 inches	173	203 lbs or more
5 ft, 10 inches	179	209 lbs or more
5 ft, 11 inches	185	215 lbs or more
6 ft, 0 inches	191	221 lbs or more
6 ft, 1 inches	197	227 lbs or more
6 ft, 2 inches	203	233 lbs or more
6 ft, 3 inches	210	240 lbs or more
6 ft, 4 inches	216	246 lbs or more

There is no projected implementation date for these new policies. But considering how past regulations have come to fruition, sleep apnea guidelines could be effective as soon as January 1, 2009. Companies would be prudent to begin accessing their drivers according to the information contained herein rather than waiting until the last minute only to have drivers disqualified and loads go uncovered. For more information on the regulatory & medical testing process

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